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THE CENTER LINE

MONTANA HIGHWAY COMMISSION



Vol. III., No. 9

Oct. 1960

AN OPEN LETTER FROM OUR CHIEF

To My Fellow Highway Department Employees:

During the past year and a half, since the 1959 Legislature, we have all been subjected to an un-called-for, and unfair barrage of criticism from some who apparently think the stepping stones to personal success are their fellow citizens' heads and shoulders. I want to assure you, on behalf of the Commission and myself, that we resent this type of attack upon the outstanding accomplishments of the Department over the last few years. We are *proud* of the work that is being performed by each of you, as we work together as a team to make our State a better place in which to live.

1. Can they criticize us because we have built 4,200 miles of new, modern highways during the past 7 years? No, because Montana ranks very high in the nation in the number of miles of highways constructed during the last four years, and because *Montana needs highways*.

2. Can they criticize us for keeping our highways in excellent traveling condition, even under the most trying conditions imposed by winter storms; for patching frostboils, almost as soon as they occur; for sanding mountain passes and other dangerous sections; and for removing snow from the entire system? Absolutely not. In addition to providing maximum safety conditions, these many services contribute immeasurably to our pleasure in driving over Montana's highways.

3. Can they criticize us for the contributions our employees have made to community service in their home towns? Let those who criticize match the unselfish contributions you have made to organizations devoted to youth, welfare, civic betterment,

fraternal organizations, and church work. We are certain that each of your communities is just as aware of this service as we are. Keep up the good work.

4. Can they criticize us for working closely with each group of county commissioners, in helping them to plan and build more adequate farm-to-market roads? We don't think so. Our secondary road program has provided many miles of greatly improved highways to rural areas in recent years, and our relations with the county commissioners have been very pleasant.

5. Can they criticize us for being prepared to render assistance on a major scale in case of disaster? No, because many people haven't forgotten the winter of 1948-49 when large snow plows and bulldozers of the Highway Department, located in the eastern part of the State, opened roads that were desperately needed to bring relief to starving livestock and supplies to marooned families. More recently, during the earthquake, a great concentration of highway equipment was rushed to the stricken area to open and repair the torn and twisted highways and bridges and build emergency roads to help evacuate stranded persons. Our equipment is always ready to roll when such disaster strikes. A sudden storm, a community isolated, or a schoolbus stranded could be a serious situation without a large snowplow close by.

6. Can they criticize us because the price of moving a cubic yard of dirt has dropped from 36 cents to 22½ cents? We don't see how; in fact, the cost of gravel has been reduced also, and in view of the large investment necessary for a contractor to stay in business, we think that we are very fortunate.

(Continued on Page 2)

AWARD SHEET		Letting of Sept. 28th, 1960	
PROJECT NO.	Amount of Bid	Bidder	Address
I-IG-ING 15-4(4) 182 U.2 and F 214(3) Unit 1 Helena—South Lewis & Clark County	\$ 1,129,813.43	Hilde Construction Co.	Great Falls, Mont.
I-IG-ING 15-4(4) 182 U.3 Helena—South Lewis & Clark County (Fencing)	\$ 43,314.43	Ken Larson Excavating Co.	Butte, Mont.
I 15-5(14) 250 and I 15-5(15) 275 Cascade-Ulm & Gt. Falls Vaughn—Cascade County (Seeding and Mulching)	\$ 46,325.70	Hilde Construction Co.	Great Falls, Mont.
I 15-8(8) 351 and I 15-8(9) 379 Shelby-West Side Sunhurst-North—Toole County (Seeding)	\$ 13,494.56	Parker & Knez Const. Co.	Hamilton, Mont.
I-IG 90-7(9) 327 U.4 and F 13(6) U.1 Livingston—South Park County	\$ 292,065.41	S. Birch Inc. & S. Birch & Sons Co.	Great Falls, Mont.
I 90-8(7) 394 Reed Point-Columbus Rd. Stillwater County (Bridge)	\$ 280,204.39	W. R. Cahoon Construction	Pocatello, Idaho
S 160(1) Silver Star-Waterloo Madison-Silver Bow & Jefferson Counties (Bridge)	\$ 106,856.78	Schye & Sullivan	White Sulphur Sp.
S.P.P. No. 950-7209-04 Canyon Ferry Reservoir Lewis & Clark and Broadwater Counties (Boat Launching Ramps)	\$ 5,902.10	C. B. Lauch Const. Co.	Great Falls Mont.
S.P.P. No. 950-9009-04 Tiher Reservoir Toole & Liberty Counties (Boat Launching Ramps)	\$ 6,995.50	C. B. Lauch Const. Co.	Great Falls, Mont.
S.M.P. No. 1299 Crusher Set-ups Beaverhead, Broadwater, Deer Lodge, Jefferson Madison and Silver Bow Counties	\$ 68,650.00	Naranche & Konda Const. Co.	Butte, Mont.

Project No. I-IG-ING 15-4(4) 182 U.3 award pending. Projects No. S.P.P. NO.950-7209-04 and No. S.P.P. NO. 950-9009-04 Rejected.

OPEN LETTER FROM OUR CHIEF

(Continued from Page 1)

nate that we are getting such bargains in highway construction in Montana.

7. Can they criticize us for honestly endeavoring to assure each landowner a fair amount for the right-of-way? They do, but they must remember that we have an obligation to you, the highway user, who pays the bill, to obtain right-of-way at a fair price. They also forget that some of the most fantastic awards have been made by the courts in condemnation proceedings, and that our highest non-court awards have been determined by appraisal experts, whom we called in to provide us with the best advice and assistance available in the procurement of right-of-way.

8. Can they criticize us for constantly testing the materials going into our roads and bridges? No. To insure our highways being built to the high standards established for all roads, it is necessary that our testing laboratory keep a constant check on compaction, soils, gravel, cement, asphalt, and all materials used in highway construction to as-

sure you, as highway users, the top quality materials called for in our specifications.

9. Can they criticize us for adopting new, up-to-date methods of planning and other techniques? I doubt it, as newer instruments and methods have provided shortcuts in many lines of highway work, giving greater efficiency and speeding up the work.

10. Can they criticize us for setting up training programs so that we can all better ourselves in the highway field? We hope not, because many of you are taking up to eight hours of your own time each week in training programs provided by us to enable you to better yourselves in highway engineering.

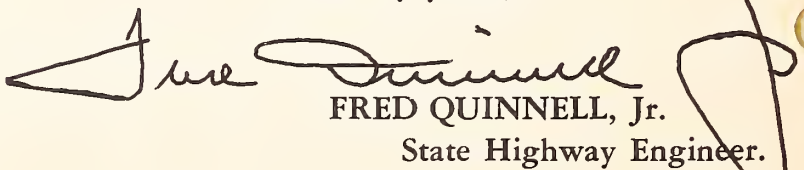
11. Can they criticize us for the number of employees who have chosen to remain with the Department for 15 years and over? They certainly cannot, and we are proud of the record that shows the many long-time employees who have been with us for 15, 20, 25, 30, and more years. It indicates that men and women are able to work together harmoniously in the Department.

12. Can they criticize us for the many graceful, and yet serviceable, bridges that have been built in recent years? Hardly, for some of the new bridges replace structures that had restrictive load limits, and some of them provided newer, shorter routes between towns, thereby saving the highway user many dollars on each trip.

We welcome constructive criticism, but we deplore the type of nefarious attack that has been made against us by ambitious individuals who seek personal gain at the expense of others.

We are proud of our accomplishments during the past 7 years, but we know that without the help and whole-hearted cooperation of each of you, they would not have been possible. May I say to each of you—thank you.

Sincerely yours,


FRED QUINNELL, Jr.
State Highway Engineer.



REMEMBER WHEN?—These three photos show samples of early day road construction of Glendive west, June 10, 1919. The use of the improvised timber drag drawn by two engines is shown.

WINTER ROAD REPORT OUT EARLIER

Daily road reports are now available to the public a bit earlier in the morning since October 16, when the information will be available by about 8:00 each morning. This information will go to the press and radio for dissemination to the public each day except Sunday, but if emergency situations arise on the Sabbath, the press and radio will be advised. Each of the Division Offices will also have the information. This added convenience to the public will necessitate an earlier start in the morning for the fellows who must radio the information in to the office, but it is a service that seems to be demanded by the highway user.



A view of Interstate 15, with the town of Vaughn in the background.

AVERAGE OF 721 GALLONS OF GAS USED PER VEHICLE IN MONTANA

The Bureau of Public Roads advises us that a total of 63.8 billion gallons of motor fuel will be used in the United States in 1960. 58.3 billion gallons will be used for highway use, while 5.5 billion gallons will be used elsewhere. 2.5 billion gallons will be either diesel fuel or butane.

The gallonage estimated for 1960 is an increase of 3.5% over 1959, and is almost identical with the 3.3% increase in the number of registered vehicles using the highways. California leads all other states with about 5.7 billion gallons, followed by New York with 3.9 billion, Texas with 3.8 billion, Pennsylvania, Ohio, and Illinois are also expected to top 3 billion gallons.

Montana, it is estimated, will use 275,562,000 gallons, or an average of 721 gallons of fuel per vehicle. Montanans must conserve the fuel and get the most out of it, because only 4 states use less fuel per vehicle. They are Alaska, with 676 gallons per vehicle; Idaho with 697; Kansas with 702; and Colorado with 174. The District of Columbia burns an average of 1,003 gallons per vehicle.

During the last three months, a total of 68 employees celebrated their anniversaries with the Department. Cliff Thompson celebrated his 35th year with Austin Bailey, Halvor Paulson, and A. E. Harcharik completing their 30th years. In the

quarter century class are: Pat Martin, Everett Keeler, Clarence Ratchye, Ernest Johnson, and Walter Konkell. Four men have in 20 years; 17 have 15 years; 13 have ten years in, and 25 have been with us for five years.

If any measure of efficiency for highway departments has ever been designed, we are not aware of it, but we are inclined to feel that it's the results that count. However, if dollars of contract per em-

ployee could be used as a yardstick to measure efficiency, then we proudly submit the following tabulation.

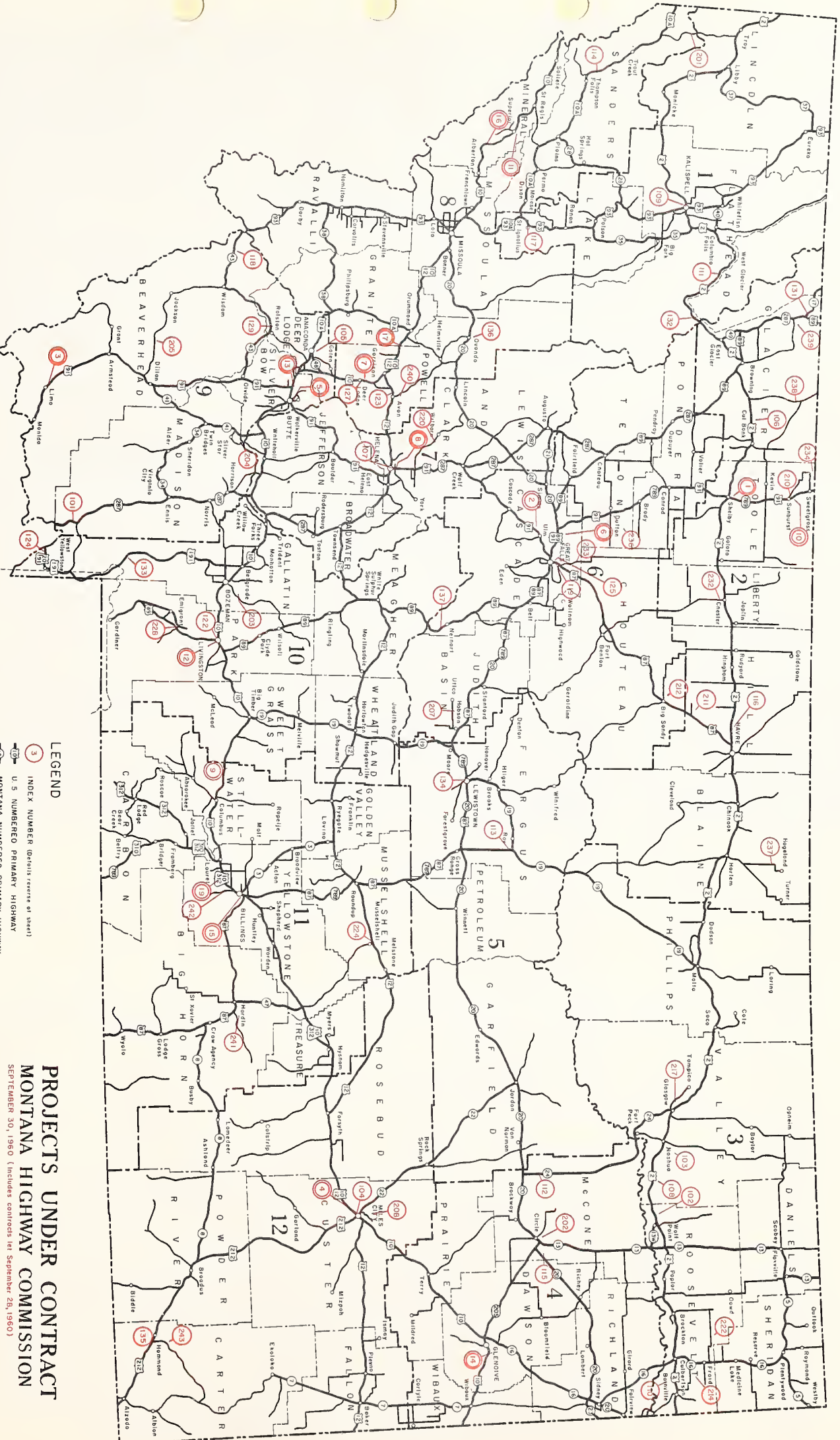
STATE HIGHWAY COMMISSION
HELENA, MONTANA

Projects Awarded*

Year	Type	Miles	Dollars	Average No. Persons Employed	Contract Dollar Per Employee
1951	Primary	138.688	7,921,102.75	872	14,596.55
	Secondary	197.419	4,358,833.47		
	Maintenance		448,266.07		
	TOTAL	336.107	12,728,193.29		
1952	Primary	143.783	5,500,394.80	1,500	6,996.42
	Secondary	174.259	4,189,288.39		
	Maintenance		804,945.04		
	TOTAL	318.042	10,494,628.23		
1953	Primary	177.087	6,775,905.69	1,362	8,691.70
	Secondary	257.159	4,697,897.75		
	Defense	9.547	87,826.38		
	Maintenance		276,462.96		
1954	TOTAL	443.793	11,838,092.78	1,441	10,301.95
	Primary	303.983	8,556,409.28		
	Secondary	285.927	5,554,176.97		
	Maintenance		734,516.80		
1955	TOTAL	589.910	14,845,103.05	1,472	13,158.61
	Primary	451.999	12,714,514.35		
	Secondary	207.802	6,294,827.65		
	Maintenance		360,129.75		
1956	TOTAL	659.801	19,369,471.75	1,642	15,813.82
	Primary	311.307	16,485,137.90		
	Secondary	255.763	8,031,640.16		
	Maintenance		1,164,862.13		
1957	TOTAL	567.070	25,681,640.19	1,620	14,166.37
	Interstate	54.120	2,873,077.85		
	Primary	165.895	9,393,790.81		
	Secondary	303.005	10,204,717.93		
1958	Maintenance		477,936.25	1,732	20,989.00
	TOTAL	523.020	22,949,522.84		
	Interstate	56.249	12,741,565.12		
	Primary	213.461	13,515,603.55		
	Secondary	344.741	9,779,362.38		
	Maintenance		316,184.00		
	TOTAL	614.451	36,352,715.05		

*Projects as awarded only. Does not include work by agreement and extra work.

- LEGEND
- 3 INDEX NUMBER (Details reverse of sheet)
 - 10 U.S. NUMBERED PRIMARY HIGHWAY
 - 9 MONTANA NUMBERED PRIMARY HIGHWAY
 - SECONDARY HIGHWAY
 - 10 FINANCIAL DISTRICT NUMBER



PROJECTS UNDER CONTRACT
MONTANA HIGHWAY COMMISSION
 SEPTEMBER 30, 1960 (Includes contracts let September 28, 1960)

Map Index Number	Project Number	Probable Completion Date	LENGTH, TYPE OF CONSTRUCTION AND LOCATION
FEDERAL AID INTERSTATE PROJECTS			
1	I 15-8 (7) 351	11-15-60	5.6 miles signing (U. S. 91 - Shelby North)
	I 15-8 (8) 351	4-30-61	5.6 miles grass seeding (U. S. 91 - Shelby North)
	PS-1 15-8 (3) 351	11-15-60	Weigh Station (U. S. 91 - Shelby North)
2	I 15-5 (14) 250	4-30-61	6.5 miles grass seeding (U. S. 91 - Uln South)
3	I 15-5 (9) 0	11-15-60	17.1 miles plant mix bituminous and seal coat oiling (U. S. 91 - Monide thru Lima)
4	I 94-4 (3) 134	7-31-61	One 268 foot steel girder overpass - Miles City West Interchange. One 290 foot riveted plate girder bridge - Tongue River. Two prestressed concrete beam overpasses. One 153 foot - County Road, and one 158 foot - U. S. 212 (U. S. 10 - Miles City West)
	I 94-4 (5) 127 U 1	9-15-61	8.5 miles (0.8 miles four lane divided) grading, drainage, surfacing, Portland Cement paving, plant mix bituminous and seal coat oiling. One 214 foot prestressed concrete beam overpass - Radar Base Interchange. Three concrete slab junior grade separations. (U. S. 10 - Miles City West)
	I 94-4 (5) 127 U 2	11-15-60	8.5 miles fencing (U. S. 10 - Miles City West)
5	I 15-2 (7) 127	6-30-61	Dual 168 foot steel girder overpasses - Montana Street Interchange (U. S. 91 - In Butte)
	I 15-2 (9) 128	8-31-61	Five prestressed concrete beam overpasses. One 225 foot - Lexington Avenue, One 225 foot - Oregon Avenue, Dual 210 foot - Harrison Avenue Interchange. One 210 foot Sheridan Street (U. S. 91 - In Butte)
6	I 15-5 (9) 275 U 1	11-15-60	8.3 miles four lane divided, grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 91 - West of Greet Falls)
	I 15-5 (9) 275 U 3	11-15-60	8.3 miles fencing (U. S. 91 - West of Greet Falls)
	I 15-5 (12) 275	11-15-60	8.3 miles signing (U. S. 91 - West of Greet Falls)
	I 15-5 (15) 275	4-30-61	8.3 miles grass seeding (U. S. 91 - West of Greet Falls)
7	I 90-3 (8) 180 U 1	4-10-62	8.6 miles (1.0 mile four lane divided) grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 10 North and South of Deer Lodge)
	I 90-3 (8) 180 U 2	8-31-61	Six prestressed concrete beam bridges, One 123 foot - North Deer Lodge Interchange, One 118 foot Milwaukee Avenue, One 168 foot - County Road, Dual 153 foot - Clark Fork, One 256 foot - Underpass South Deer Lodge Interchange, and two 20 foot concrete slab junior grade separations - County Road (U. S. 10 - North and South of Deer Lodge)
	I 90-3 (8) 180 U 3	11-15-60	8.6 miles fencing (U. S. 10 - North and South of Deer Lodge)
8	I-IG-ING 15-4 (4) 184 U 1	11-30-60	1607 foot total length dual steel and concrete overpasses - GN RY and NP RY. (U. S. 91 - Helena)
	I-IG-ING 15-4 (4) 184 U 2	11-15-61	2.8 miles four lane divided, grading, drainage, surface, plant mix bituminous and seal coat oiling. Dual 260 foot steel girder bridges - Underpass - Colonial Club Interchange (U. S. 91 - Helena - South)
	I-IG-ING 15-4 (4) 184 U 3	7-15-61	2.8 miles fencing and cattle guards (U. S. 91 - Helena - South)
9	I 90-8 (7) 394	12-31-61	One 558 foot - Riveted plate girder bridge - Yellowstone River (U. S. 10 - West of Columbus)
10	I-IG 15-8 (6) 379 U 1	7-31-61	4.2 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. One 313 foot steel girder - GN RY. One 168 foot prestressed concrete beam - Sunburst Interchange - Overpasses (U. S. 91 - Sunburst North)
	I-IG 15-8 (9) 379	4-30-61	4.2 miles grass seeding (U. S. 91 - Sunburst North)
	I-IG 15-8 (6) 379 U 2	11-15-60	4.2 miles fencing and cattleguards (U. S. 91 - Sunburst North)
11	I 90-1 (5) 46	11-15-60	Two steel riveted plate girder bridges, one 621 foot, one 801 foot, Clark Fork (U. S. 10 - North and South of Superior)
	I 90-1 (6) 43 U 1	7-1-61	6.7 miles (1.2 miles four lane divided) grading, drainage, surfacing, plant mix bituminous and seal coat oiling. One concrete slab junior grade separation (U. S. 10 - North and South of Superior)
	I 90-1 (6) 43 U 3	11-15-60	6.7 miles fencing and cattleguards (U. S. 10 - North and South of Superior)
12	I 90-7 (9) 327 U 4	9-30-61	730 foot - Dual Structures - Riveted Plate Girder Bridge - Yellowstone River (U. S. 10 - South of Livingston)
	I-ING 15-2 (8) 118	7-1-61	4.3 miles grading end cut-balling only of Northern Pacific Railway Line (U. S. 89 - South of Livingston)
13		11-15-60	4.2 miles (2.5 miles four lane divided) grading, drainage, surfacing, plant mix bituminous and seal coat oiling, three prestressed concrete bridges, one 210 foot Victor Interchange, one 599 foot and one 614 foot B.A.&P. RY, CNST RPY RY, NP RY, and Clark Fork (U. S. 91 - West of Butte)
14	I 94-6 (2) 216	11-15-60	4.2 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 10 - East of Glendive)
15	I 90-8 (10) 451	6-30-62	930 end 945 foot (dual) Steel Riveted Plate Girder Bridges - Yellowstone River (U. S. 10 - East of Billings)
16	I 90-1 (7) 60 U 1	11-15-60	5.0 miles signing and delineation (U. S. 10 - Southeast of Superior)
	I 90-1 (11) 60	11-15-60	5.0 miles grass seeding (U. S. 10 - Southeast of Superior)
17	I 90-3 (3) 157 U 1	11-15-60	9.6 miles four lane, grading, drainage, surfacing, plant mix, seal coat oiling end fencing (U. S. 10 - East of Drummond)
	I 90-3 (9) 157	11-15-60	9.6 miles grass seeding (U. S. 10 - East of Drummond)
	I 90-3 (5) 157 U 1	11-15-60	9.6 miles signing end delineation (U. S. 10 - East of Drummond)
19	I 90-8 (8) 438 U 1	11-15-60	6.4 miles four lane, grading, drainage, surfacing, plant mix bituminous and seal coat oiling. Same construction on frontage roads. Two 153 foot prestressed concrete beam overpasses - Beet Dump Separation (U. S. 10 - West of Billings)
	I 90-8 (8) 438 U 2	11-15-60	6.4 miles fencing (U. S. 10 - West of Billings)
FEDERAL AID PRIMARY PROJECTS			
101	PHP 60-A	1961	8.9 miles grading, drainage, surfacing and bituminous surface treatment. One 260 foot prestressed concrete girder bridge-Madison River (Montana 287 - South of Ennis)
	ROW PHP 60-A	7-15-61	8.9 miles fencing (Montana 287 - South of Ennis)
102	F 84 (29)	6-30-61	9.3 miles plant mix bituminous and seal coat oiling (U. S. 2 - Wolf Point West)
	F 232 (4)	6-30-61	8.0 miles plant mix bituminous and seal coat oiling (U. S. 2 - Wolf Point West)
103	F 144 (5)	6-30-61	2.0 miles plant mix bituminous and seal coat oiling (U. S. 2 - In Neshua)
	F 189 (5)	6-30-61	8.2 miles plant mix bituminous and seal coat oiling (U. S. 2 - Neshua East)
104	F 135 (17)	9-15-61	0.6 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 10 - Miles City west)
105	F 68 (9)	7-1-61	0.6 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 10A - Anaconda East)
106	F 220 (7)	6-30-61	0.5 miles grading, drainage, surfacing, road mix bituminous and seal coat oiling (U. S. 2 - west of Cut Bank)
107	F 214 (3) U 1	11-15-61	1.0 mile grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 91 - Helena)
108	F 189 (4) U1 & F 232 (3) U 1	7-30-61	8.2 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 2 - West of Wolf Point)
	F 189 (4) U2 & F 232 (3) U 2	11-15-60	One 205 foot prestressed concrete beam bridge - Little Porcupine Creek
109	U 58 (23) U 257 (14) U 1	11-15-60	One 25 foot treated timber bridge - Indian Service Canal (U. S. 2 - West of Wolf Point)
	F 270 (7) U 1	7-1-61	2.2 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 2 & 93 - In Kalispell)
110	F 84 (27)	7-1-61	8.3 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 2 - East of Culbertson)
	F 84 (28)	7-1-61	5.5 miles plant mix bituminous and seal coat oiling (U. S. 2 - West of Culbertson East)
	F-PG 273 (11)	7-1-61	0.8 miles plant mix bituminous and seal coat oiling (Montana 16 - Culbertson South)
111	PHP 13-F6	1961	2.1 miles grading, drainage and surfacing (U. S. 2 - East of West Glacier)
112	F 315 (13) U 1	11-15-60	8.3 miles grading and drainage (Montana 24 - Junction Montana 20 North)
	F 315 (14)	11-15-60	8.3 miles gravel surfacing (Montana 24 - Junction Montana 20 North)
113	F 333 (23) U 1	11-15-60	11.8 miles grading, drainage, and surfacing (North of Grass Range)
	F 333 (23) U 2	11-15-60	One 92 foot prestressed concrete beam bridge (North of Grass Range)
114	F-R-90-4 FH	11-15-60	One 949 foot steel and concrete bridge - Clark Fork (US 10A relocation - West of Thompson Falls)
	PHP 605	1960	2.3 miles grading, drainage, surfacing and road mix bituminous oiling (U. S. 10 A relocation - West of Thompson Falls)
115	ROW PHP 6-D5	11-15-60	2.0 miles fencing (U. S. 10 A - Thompson Falls west)
116	F 391 (13)	11-15-60	9.1 miles surfacing, plant mix bituminous and seal coat oiling (Montana 20 East of Circle)
117	F-PG 95 (11) U 1	11-15-60	7.1 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 2 - West of Havre)
	F 192 (8), F 194 (4), F 197 (6), & F 63 (7)	11-15-60	16.7 miles (14.5 miles grading, surfacing) (8.5 miles drainage), plant mix, seal coat oiling and traffic delineation (U. S. 10 A & 93 - North and south of St. Ignatius)
118	PHP 20-B	1961	9.4 miles grading, drainage and four 60 foot concrete slab bridges. Three over Trail Creek and one over Ruby Creek (Montana 43-West of Wisdom)
119	U-F-PG 395 (4)	11-15-61	One 1126 foot steel riveted plate girder bridge - GN RY, and Missouri River (U. S. 87 Bypass - Great Falls North)
120	F 13 (6)	7-1-61	4.0 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 89 - South of Livingston)
121	F 249 (13)	11-15-60	1.2 miles grading, drainage and surfacing (U. S. 12 - East of Garrison)
122	ROW PHP 46-A4	11-15-60	124.8 rods of fencing (U. S. 191 - West of West Yellowstone)
123	PHP 46-A4	1961	8.0 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. One 60 foot reinforced concrete girder bridge - South Fork Madison River (U. S. 191 - West of West Yellowstone)
124			0.1 miles plant mix bituminous surfacing, seal coat oiling and signing (U. S. 87 - Refinery Intersection at Great Falls)
125	F 149 (12)	11-15-60	1.1 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 10 - North and South of Deer Lodge)
126	F 184 (14)	10-10-62	Two bridges, one 235 foot prestressed concrete beam and one 325 foot riveted steel girder - Big Hole River (Montana 43-East and West of Ralston)
127	F 43 (14) U 1	11-15-60	1.9 miles grading, drainage, surfacing & bituminous surface treatment of approaches to bridges on F 43 (14) U1 (Montana 43 - East and West of Ralston)
128	F 43 (14) U 2	11-15-60	
131	F 208 (3)	6-15-61	0.9 miles grading, drainage, surfacing, road mix bituminous and seal coat oiling. One 122 foot prestressed concrete beam bridge - Kennedy Creek (U. S. 89 - North of Browning)
132	PHP 13-I5, J3	1960	4.0 miles grading, drainage and surfacing (U. S. 2 - Southwest of East Glacier)
133	PHP 42 J6, K3, L4	1960	16.8 miles plant mix bituminous surfacing and seal coat oiling (U. S. 191 - South of Bozeman)
134	U 103 (7) U 2	11-15-60	One 33.7 foot concrete slab bridge - Big Spring Creek (Montana 19 - In Lewistown)
135	F 262 (12)	11-15-60	11.0 miles stabilized surfacing, plant mix bituminous and seal coat oiling (U. S. 212 - Hammond Southeast)
136	F 237 (16) & F 267 (11)	12-17-60	29.8 miles (intermittent raising of grading) surfacing, plant mix bituminous and seal coat oiling (Montana 20 - West and East of Ovando)
137	PHP 32-A9	1961	5.0 miles grading, drainage, surfacing and bituminous surface treatment (U. S. 89 - South of Neihart)
FEDERAL AID SECONDARY PROJECTS			
201	PHP 5-A1, B	1960	9.1 miles grading and one 79 foot concrete slab bridge - Bull River (South of Troy)
202	S 31 (5)	11-15-60	0.6 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (In Circle)
203	S 370 (12)	7-15-61	5.8 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (Northeast of Bozeman)
204	S 160 (1)	6-30-61	One 245 foot - prestressed concrete beam bridge - Jefferson River (North of Silver Star)
205	S 35 (10)	9-30-61	15.9 miles surfacing, plant mix bituminous and seal coat oiling. (West of Dillon)
206	S 121 (2)	11-30-61	5.7 miles grading, drainage and surfacing. One 65 foot prestressed concrete beam bridge - Judith River (Hobson to Utica)
207	S 388 (1)	7-15-61	8.6 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. One 198 foot prestressed concrete beam bridge - Sunday Creek (North of Miles City)
210	S 366 (5)	7-30-61	0.5 miles surfacing, plant mix bituminous and seal coat oiling (In Sunburst)
211	S 242 (1)	11-15-60	4.4 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. One 75 foot treated timber trestle - Big Sandy Creek (North of Big Sandy)
212	S 219 (4)	11-15-60	8.0 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (Big Sandy - West)
213	S 402 (2)	11-15-60	Three (total 270 feet) Structural Plate Pipe (Northeast of Culbertson)
214	S 257 (4)	11-30-60	3.8 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (Glasgow West)
217	S 2 (7)	11-15-60	7.3 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (Wilborn Southeast)
220	S 200 (4)	11-15-60	2.5 miles grading, drainage, surfacing and bituminous surface treatment. One 110 foot concrete T beam bridge - Smoke Creek (West of Froid)
222	S 236 (6) U 1	11-15-60	One 193 foot prestressed concrete beam bridge - Musselshell River (At Musselshell)
223	S 236 (6) U 2	11-15-60	0.7 mile grading, drainage, surfacing, road mix bituminous and seal coat oiling (At Musselshell)
228	S 273 (2)	9-30-61	One 260 foot riveted plate girder bridge (Northeast of Emigrant)
232	S 303 (4)	11-15-60	5.3 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (Chester South)
233	S 312 (2) S 336 (2)	11-15-60	5.6 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (North of Great Falls)
234	S 366 (7)	11-15-60	6.3 miles grading, drainage and surfacing (West of Sweetgrass)
236	S 90 (2)	11-15-60	7.1 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (Dutton East)
237	S 179 (3)	11-15-60	8.8 miles grading, drainage, and surfacing (North of Harlem)
238	ROW S 248 (1)	11-15-60	7.7 miles of fencing (Northwest of Cut Bank)
239	S 366 (1)	8-1-61	9.8 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (Northwest of Browning)
240	S 291 (4)	11-15-60	6.3 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (Avon Northwesterly)
241	S 322 (5) U 1	11-15-60	One 183 foot prestressed concrete beam bridge - Little Big Horn River (Hardin Northeastly)
	S 322 (5) U 2	11-15-60	5.1 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (Hardin Northeastly)
242	S 132 (3)	11-15-60	8.2 miles surfacing, plant mix bituminous and seal coat oiling (Billings South)
243	S 184 (3)	11-15-60	15.3 miles grading, drainage, and surfacing (Hammond Northeast)



Some collect stamps, some old cars, hut Fred Quinnell and Swede Lindgren take a lot of pride in this Curtis Moth that they have re-constructed. Swede took it to the Air Fair in Billings where the plane drew a lot of attention.

TRAINING IN SERVICE . . .

During the last month, the Training In Service Section has sponsored a series of 11 meetings; one in each division, with each meeting lasting one day. This is the first such series that has ever been held for the maintenance foremen and section men, and the topics that were presented to the men covered a wide variety of subjects. The meetings were well attended, and we hope that the information presented will help each man to his job just a little easier. Bill Bawden discussed general maintenance procedure, and presented the men with many facts and figures regarding Montana's Highways. Each Division Office Manager reviewed accounting pro-

cedures and store accounting were gone over by Charlie Horan. Cato Butler told some good stories, and stressed the importance of safety. George Sime emphasized the importance of Public Relations in their work. As a special feature of the seminars, each county agent in the area where the meetings were held discussed in detail the latest methods of weed control, using chemicals, and gave instructions in the uses of each chemical. Jim Burton, District Engineer for the Asphalt Institute presented the latest word in the use of Asphalt in maintenance. It was the consensus of those in attendance, and those that helped put on the seminar, that it was very much worth while.



The Brockway Home in Superior. Highway appraisers valued this home at \$12,750, and after our negotiators were unable to purchase the property for the appraised amount, condemnation proceedings were instituted. The final court award was \$17,000!

MAKE MINE MILK OR COFFEE

Over 2,000 drivers licenses have been revoked or suspended in Montana so far during 1960, and nation-wide about 1 million licenses are revoked each year. About 250,000 are lost each year due to driving while intoxicated. The problem has become so acute, that the Bureau of Public Roads has assigned Mr. Wendell G. Eames of Preston, Idaho, to organize and institute a clearing house where information pertaining to each suspension for DWI, or for revocations due to loss of life accidents can be assimilated and made available to each state. States wishing to participate in this program may do so, and information regarding drivers with suspensions or revocation will be available in order to prevent the chronic violator from repeating in other areas.

WHAT OTHER EDITORS ARE SAYING

This month's editorial was picked from the *Bozeman Daily Chronicle*, and although we disagree violently with Nick Ift's reference which states in part—irregardless of the news in Helena, we feel that he is 100% correct about the Bozeman Division, and we believe that every other editor in the state feels the same way about the highway employees that live in his community.

'POLITICAL FOOTBALL'

With charges and countercharges echoing back and forth, the State Highway Department is becoming a political football. So much garbage has been thrown into the wind, it is next to impossible to tell fact from fiction.

(Continued on page 7)



Compare the road-building equipment shown here with that on page 3. Imagine trying to build the 1,000 or more miles of highways now on the drawing boards with a board and two tractors in place of modern equipment like this.

OTHER EDITORS SAY

(Continued from page 6)

Whatever is happening on the commission, and at this time we don't think the picture is at all clear, we hate to see any reflection cast on this division of the department.

It has been our pleasure to work closely with this division of the State Highway Department and we have come to the conclusion that the Gallatin Valley is fortunate to have such a capable and trained crew of men responsible for its highway system. The maintenance of roads in this area, in spite of many heavy snowfalls and extremes of temperature has been superb. At times, we have not wholly

agreed with construction procedures, but in the last few years a great amount of work has been accomplished with a minimum of inconvenience to those who use the roads. Our local division played a major part in the rescue activities during the earthquake. Their unceasing efforts and accomplishments during those days can be a tribute to highway personnel all over the world.

Whatever comes out of this mess in Helena, don't let it reflect on your opinion of this division of the Highway Department. These men, your neighbors and friends, have given this valley excellent service and we can be proud to have them in our community.—*The Bozeman Chronicle*.



TOP—McLaughlin, Nilson Smith, and Birch men are putting the finishing touches on the Manchester Interchange between Great Falls and Vaughn section of Interstate Highway 15. BOTTOM—The intersection of Interstate 15 and U.S. No. 2 at Shelby, showing the semi-cloverleaf and overpass over the main line of the Great Northern Railroad. The Montana Highway Department shop is located within the loop on the west side of the Interstate.

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